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 CENTRAL INTELLIGENCE AGENCY
 INFORMATION REPORT

REPORT

COUNTRY Germany (Russian Zone)

DATE DISTR. 3 December 1948

SUBJECT Gas Turbine Research and Construction at
Brückner & Kanis, Dresden

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH
 USE OF TRAINED INTELLIGENCE ANALYSTS

1. The Brueckner & Kanis turbine factory in Dresden was largely dismantled by the Soviets, but is now engaged in small-scale production of small steam turbines. A section of the works is occupied by Konstruktions-Technisches Büro 3, which develops gas turbines for locomotives.
2. The present output of the factory consists of about 30-40 small steam turbines per month. These have a power of 3.5 HP, and are designed for use in generating sets for lighting trains.
3. Work started recently on a new project, the TL 300 steam turbine, as a result of SMA Order No. 62. This turbine is alleged to be for use in mobile generating stations for operation in Soviet forests. They will provide the necessary power for timber-cutting machinery.
4. The TL 300 turbine develops 5-6 HP. It is planned to produce 30 in October and 200-300 by the end of the year. However, only two prototypes have been manufactured so far, and it is considered very unlikely that these figures will be reached. Comment: The figure of 5-6 HP appears doubtful.)
5. Other firms connected with the mobile generating station program are:

Maschinenfabrik Zwickau Generators
 Fimag, Finsterwalde Boilers
 Waggonfabrik, Weimar Housings
 Wumag, Goerlitz Mountings
 Schumannwerke, Werdau Assembly, tests

KTB 3.

6. KTB-3 in the Brückner & Kanis plant is engaged in the development of the G.03 gas turbine. This has a power of 100-200 HP, and is designed for use in locomotives; one prototype has been made. This was successfully run up to 10,000 RPM in five tests, but was badly damaged when an attempt was made to run it up to 12,000 RPM in a sixth test in September 1948. Difficulties are now arising because the LCM steel for the blades is unobtainable.

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7. The Büro is controlled by the Technical Section of the Transport Machine Construction Department of the SMA Berlin/Baumgartenweg, Rodelbergweg 6, which is headed by Ing. Lvov who recently succeeded Lt. Col. Pokrovski. There is also an Ing. Makheyev, who was at the KTB-3 for two months, and now visits Dresden every 6-8 weeks.
8. Soviet personalities at KTB-3 are:
- a. Ing. Major Moses Mikhailovich Shitz. Head since May 1945. [redacted]
 - b. Ing. Glukhov. Has assisted Shitz for 6 months. [redacted]
9. The leading German personalities are:
- a. Hans Joachim Wilde. Commercial Manager of both KTB-3 and the turbine factory.
 - b. Ober Ing. Dr. Manfred Oehmichen. Deputy chief and technical head.
 - c. Prof. Dr. Karl Bahn. Chief designer. Was previously with the TUS, Dresden, but was dismissed when he was de-nazified.
 - d. Ing. Presskorn. In charge of computations.
10. Soviets previously at KTB-3 who have since returned to the USSR are:
- Major Udovenko
 - Captain Drosdov
 - Major Sukharyans
 - Major Ostashev
 - Major Koslov.
11. KTB-3 also employs 45 engineers, 15 technicians and 75 ordinary workers.
12. Expenditure by the Büro in September 1948 amounted to 70,000 Marks.

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